स्थलों पर बन्डालिंग कार्य किए गए । दोनों जलमार्गों पर नौचालन नहरें दिन के नौचालन के लिए निर्दिष्ट की गई ।

4.90 करोड़ रुपए की अनुमानित लागत से पटना में एक सामान्य कार्गो बर्थ के निर्माण की एक स्कीम को सितम्बर, 1991 में मंजूरी दी गई है ।

(ग) राष्ट्रीय जलमार्गों पर सुलभ कराई गई नौचालन नहर और टर्मिनल सुविधाओं से कार्गो और यात्रियों के परिवहन के लिए नौवहन और नौचालन सुकर होगा ।

Centre's Non-payment for Mandovi Bridge

2593. SHRI JOHN F. FERNANDES : Will the Minister of SURFACE TRANSPORT be pleased to state :

(a) whether the Union Government have discontinued to pay the Goa Government on the matter of running ferry service at the site of collapsed Mandovi Bridge in Goa ;

(b) If so, since when and what are the reasons therefor ; and

(c) whether it is the duty of Centre to maintain and run the works between the National Highways ?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI JAGDISH TYTLER) : (a) and (b) No, Sir. The Union Government have not discontinued payment to Goa Government, as regards running of ferry services at the site of collapsed Mandovi Bridge.

(c) Yes, Sir. It is the duty of Central Government to maintain and run ferry services on National Highways.

Widening of G. T. Karnal Road

2594. SHRI RAMDAS AGARWAL: Will the Minister of SURFACE TRANSPORT be pleased to state :

(a) whether Government have decided to develop and widen G.T. Karnal road between Murthal and Karnal on National Highway from one lane to 2 lanes and has assigned the job of construction to any company ;

(b) if so, the details of the progress made so far ;

(c) if not, the reasons therefor ;

(d) what was the number of road accidents on this section during 1990-91 and upto end of November, 1991; and

(e) the remedial measures proposed to be taken by Government to stop such accidents in future ?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI JAGDISH TYTLER) : (a) Yes, Sir. The work of widening the existing 2-lane carriageway to 4-lanes in Murthal-Karnal Section of NH I was initially awarded to :—(i) M/s. NBCC for Section I; and (ii) M/s. Continental Construction/Balfour Beaty Joint Venture for Sections II to IV. Since then M/s NBCC have been expelled from Section I and the job has been re-bid. In Sections II to IV, M/s Continental Construction are now carrying out the work on their own on the basis of a supplementary agreement after breakup of the Joint Venture.

(b) The overall progress of work of construction upto September, 1991, as per reports received from State PWD, is 6.48% for Section I, 9.59% for Section II, 15.49% for Section III and 5.02% for Section IV.

(c) Does not arise.

(d) and (e) As ascertained by the State PWD from police authorities, 471 accidents took place in this secton during 1990-91 and 466 during 1991-92 upto end of November, 1991. Measures being taken to curb accidents on National Highways include improvement of road geometrics, widening of the road carriage way, intersection modifications, provision of appropriate road signs markings, etc.

Entry of passengers from exit doors in DTC buses

2595. CHOWDHRY HARI SINGH: Will the Minister of SURFACE TRANSPORT be pleased to state :

(a) whether it is a fact that drivers and conductors in DTC buses are allowing passengers to enter from exit door causing enormous overcrowding at the exist doors and making it difficult for passengers to get down at their destinations;

(b) if so, whether Government propose to take immediate steps to see that passengers (except old people and hedicapped persons) are barred entry into the buses from the exit doors and sav the travelling public from hardshipe and

(c) whether a vigil will be kept at crowed stops to see that drivers strictly comply with the instructions given in this matter ?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI JAGDISH TYTLER) : (a) No Sir. The Delhi Transport Corporation have instructed drivers and conductors not to allow any passenger to enter from the exit door except physically handicapped and the female passengers.

(b) Does not arise.

(c) Yes, Sir. The checking staff of the DTC have been instructed to keep a constant vigil to see that bus crew strictly comply with the instructions in this regard.

2596. [*Transferred to the 20th December*, 1991]

Allotment of Cargo to different ports

2597. SHRI A. NALLASIVAN : Will the Minister of SURFACE TRANSPORT be pleased to state :

(a) whether it is a fact that periodical meetings for allotment of cargo to different ports take place in his Ministry ;

(b) whether it is also a fact that, subsequently, such allotments are not implemented in actual execution; and

(c) if so, what are the reasons for such violation of the decisions for allotment of cargo to different ports ?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI JAGDISH TYTLER) : (a) to (c) Periodical meetings are held with the representatives of port Trusts and User Agencies for assessing the volume of traffic likely to be handled at Major Ports. This *inter-alia* forms the basis for fixing traffic projections for the Ports. There is no system of allotment of cargo to different ports by this Ministry.

Widening of a road in South Delhi

2598. SHRI V. NARAYANASAMY: Will the Minister of SURFACE TRANSPORT be pleased to state :

(a) whether he is aware of heavy density of traffic on the Delhi Administration P.W.D. Road linking Rao Tula Ram Marg with the Outer Ring Road in South Delhi flanked on one side by South Moti Bagh Government Colony and on the other by Shantiniketan and Anand Niketan Colonies ;

(b) if so, whether there is any plan for widening of this Raod, if so, by when this work is likely to be undertaken ; and

(c) what other stpes Government propose to take to make walking and driving safe on this road besides widening it?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI JAGDISH TYTLER) : Constitutionally, this Ministry is responsible for development and maintenance of National Highways only. All roads/bridges other than National Highways are essentially the responsibility of the State Govts./Union Territories concerned. The road in question is a local road for which Delhi Administration, is responsible. As per information received from them, the reply is as under:—

(a) to (c) Presumbly the member is referring to the road with South Moti Bagh on one side and Shanti Niketan/ Anand Niketan on other side connecting Rao Tula Ram Marg and Benito Jaurez Marg. This is presently a two lane road and work for widening it to 4 lanes is in progress and is expected to be completed by 6/92. In additon to widening the road, pucca footpaths are also being constructed for use by pedestrain.

2599. [*Transferred to the 19th December*, 1991]

केंद्रीय कुटीर उद्योग निगम

@2600. **श्री रणजीत सिंह:** क्या वस्त्र मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि केंद्रीय कुटीर उद्योग निगम ने देश में अनेक बिक्री केन्द्र स्थापित किए हैं, यदि हां, तो मार्च, 1991 की स्थिति के अनुसार ऐसे केन्द्रों की संख्या कितनी है ;

(ख) क्या यह सच है कि इन केन्द्रों से केवल कुशल कारीगरों द्वारा घर पर निर्मित वस्तुओं को ही बेचा जाता है, यदि हां, तो इस संबंध में ब्यौरा क्या है ; और

(ग) निगम द्वारा इन कारीगरों से उनका सामान खरीदने और उन्हें अपने

@ पूर्वत: अतारांकित प्रश्न 2161, 12 दिसम्बर, 1991 से स्थानान्तरित ।